

Highest Fatal & Major Injury Speed-related Crash Density Corridors

Rural, Primary Non-Interstate/Freeways

2001 to 2009

ROAD TYPE	JURISDICTION	LENGTH (MI)	COUNTY	ROUTE	FROM	TO	FATAL AND MAJOR INJURY SPEED-RELATED CRASHES	ANNUAL FATAL AND MAJOR INJURY SPEED-RELATED CRASH DENSITY (CRASHES/MI/YR)	Potential Remedies (1)	Estimated Costs (2)	Impediments (3)	Status (4,5)
MULTI-LANE DIVIDED	Primary	3.4	FREMONT	IOWA 2	IOWA/NEBRASKA BORDER	~0.2 MI EAST OF I-29	5	0.163				5a, 5g, 5f, 5h
MULTI-LANE DIVIDED	Primary	6.8	MAHASKA	US 63	MAHASKA/WAPELLO COUNTY LINE	~1.3 MI SOUTH OF OSKALOOSA AND ~0.05 MI SOUTH OF 275TH ST	9	0.147				4b,4d, 5a, 5e, 5f, 5h
MULTI-LANE DIVIDED	Primary	5.8	DALLAS	US 6	ADEL CORPORATE BOUNDARY	WAUKEE CORPORATE BOUNDARY	7	0.133				4c,4d, 5b, 5g, 5f, 5h
MULTI-LANE DIVIDED	Primary	9.5	LINN	US 151	~0.2 MI EAST OF MARION CORPORATE BOUNDARY	LINN/JONES COUNTY LINE	11	0.128				4c, 5b, 5e, 5f, 5g
MULTI-LANE DIVIDED	Primary	10.1	DUBUQUE	US 61	DUBUQUE/JACKSON COUNTY LINE	~0.25 MI SOUTH OF DUBUQUE CORPORATE BOUNDARY	11	0.120				4a, 5b, 5e, 5f, 5h
MULTI-LANE DIVIDED	Primary	9.5	MARION	IOWA 163	PELLA CORPORATE BOUNDARY	JASPER/MARION COUNTY LINE	10	0.116				4c, 5a, 5e, 5f, 5h
MULTI-LANE DIVIDED	Primary	8.1	LINN	IOWA 13	INTERSECTION OF COUNTY HOME RD	~0.3 MI NORTH OF MAINE RIDGE RD	8	0.109				5b, 5g, 5f, 5h
MULTI-LANE DIVIDED	Primary	5.4	SCOTT	US 61	SCOTT/MUSCATINE COUNTY LINE	~0.5 MI WEST OF DAVENPORT CORPORATE BOUNDARY	5	0.103				4a, 5b, 5e, 5f, 5h
MULTI-LANE DIVIDED	Primary	17.5	BOONE	US 30	~0.7 MI WEST OF OGDEN CORPORATE BOUNDARY	~1.0 MI WEST OF BOONE/STORY COUNTY LINE	16	0.102				4a,4d, 5b, 5g, 5f, 5h
MULTI-LANE DIVIDED	Primary	22.9	WASHINGTON	US 3218	WASHINGTON/HENRY COUNTY LINE	RIVERSIDE CORPORATE LIMIT	20	0.097				4a,4d, 5a, 5e, 5f, 5h
MULTI-LANE DIVIDED	Primary	10.5	CLINTON	US 61	INTERSECTION OF 212 ST (E073)	INTERSECTION OF IOWA 136	9	0.095				4a,4d, 5b, 5e, 5f, 5h
MULTI-LANE DIVIDED	Primary	21.3	LEE	US 61	KEOKUK CORPORATE BOUNDARY	~0.55 MI WEST OF FORT MADISON CORPORATE BOUNDARY	18	0.094				4a, 5b, 5e, 5f, 5h
TWO-LANE	Primary	15.8	JOHNSON	US 6	JOHNSON/IOWA COUNTY LINE	~0.4 MI EAST OF TIFFIN CORPORATE BOUNDARY	13	0.092				4c, 5b, 5g, 5f, 5h
MULTI-LANE DIVIDED	Primary	20.8	DUBUQUE	US 20	DUBUQUE/DELAWARE COUNTY LINE	~0.03 MI SW OF COUSINS RD	17	0.091				4a, 5b, 5e, 5f, 5h
MULTI-LANE DIVIDED	Primary	8.9	DES MOINES	US 61	DES MOINES/LEE COUNTY LINE	INTERSECTION OF WEST AVE	7	0.088				5a, 5e, 5f, 5h
TWO-LANE	Primary	6.3	WAPELLO	US 63	WAPELLO/DAVIS COUNTY LINE	~0.06 MI NORTH OF OTTUMWA CORPORATE LIMIT	5	0.088				4c, 5a, 5e, 5f, 5h
TWO-LANE	Primary	11.4	WINNESHIEK	IOWA 139	INTERSECTION OF IOWA 9	IOWA/MINNESOTA BORDER	9	0.088				4b, 5c, 5e, 5f, 5h
MULTI-LANE DIVIDED	Primary	18.4	JEFFERSON	US 34	~1.0 MI EAST OF JEFFERSON/WAPELLO COUNTY LINE @ INTERSECTION OF ASH ST	HENRY/JEFFERSON COUNTY LINE	14	0.084				5a, 5e, 5f, 5h
MULTI-LANE DIVIDED	Primary	27.4	MUSCATINE	US 61	MUSCATINE/LOUISA COUNTY LINE	MUSCATINE/SCOTT COUNTY LINE	20	0.081				4a, 5a, 5e, 5f, 5h
MULTI-LANE DIVIDED	Primary	13.7	WEBSTER	US 20	~0.75 MI WEST OF US 169	WEBSTER/HAMILTON COUNTY LINE	10	0.081				4a, 5b, 5g, 5f, 5h
TWO-LANE	Primary	11.0	LINN	IOWA 1	LINN/JOHNSON COUNTY LINE	LINN/JONES COUNTY LINE	8	0.081				4a, 5b, 5g, 5f, 5h
TWO-LANE	Primary	7.2	IOWA	IOWA 220	INTERSTECTION OF US 6	INTERSECTION OF US 151	5	0.077				4a, 5b, 5e, 5f, 5h

271.9

ROADWAYS INCLUDED

Rural, state maintained roadways

QUALIFYING CONDITIONS

1. Fatal or major injury crashes involving any of the following driver conditions of a) Exceeded Authorized Speed, b) Driving Too Fast for Conditions, c) Lost Control, d) Followed Too Close, or e) Over Correcting/Over Steering.
2. At least three times statewide average speed-related fatal and major injury crash density.
3. At least five fatal or major injury speed-related crashes.

STATEWIDE AVERAGE = **0.025** FATAL AND MAJOR INJURY SPEED-RELATED CRASHES/MILE/YEAR

Appears in previous report as under consideration or in plan

Footnotes:

(1) Potential remedies include: public awareness and education and increased speed-related enforcement in these corridors.

(2) The estimated cost is unknown and variable. Identification of these corridors provides an opportunity for state and local enforcement agencies to target corridors for additional seat belt use enforcement using existing staff and funding resources. Providing funding for additional enforcement will be considered.

(3) Reduction in enforcement officers due to budget constraints, military call up of staff and other enforcement responsibilities.

(4) Status

- a. Corridor enforecement event funded in 2007-2008
- b. Targeted spot enforcement within corridor funded in 2007-2008
- c. Additional local enforcement completed in 2007-08
- d. Paved shoulders and shoulder rumble strips completed in 2006-08

(5) Status - Governor's Traffic Safety Bureau (GTSB) Sponsored "Corridor" (Areal) Enforcement Efforts

- a. Southern Exposure - 2 days in April (southern third of Iowa)
- b. Operation Midway - 2 days in May (middle third of Iowa)
- c. Northern Lights - 2 days in June (northern third of Iowa)
- d. Operation "I"s - 2 days in July (statewide interstates)
- e. Eastern Heat - 2 days in August (eastern half of Iowa - east of I-35)
- f. Child Passenger Safety and Mobile Eyes Corridor - 2 days in September (statewide)
- g. Western Expansion - 2 days in October (western half of Iowa - west of I-35)
- h. Step Waves - Statewide - dates: Thanksgiving (7 days in November), St. Patrick's Day (5 days in March), Memorial Day/C.I.O.T. (Click It Or Ticket) (14 days in May/June), Independence Day (4 days in July), Labor Day/Over the Limit - Under Arrest (14 days in August/September)